THE CANADIAN RAILWAYS.

Repeal the Bonding Laws and Give Our Roads a Chance.

SOME VERY INTERESTING TALK.

Gen. Wilson Says Americans Will Never Stand Lord Rosebery's Schemes, and that We Must Annex Canada—The Views of Henry O. Havemeyer, Benjamin H. Ketcham, Robert P. Porter, and Others.

As the season for summer traffic approaches, public interest increases in the question of abolishing the bonding system, and thus removing an obstacle to the free action of American roads now tied up with vexatious restrictions in the interest of Canadian railways.

In banking and business circles there seems to be but one opinion regarding the anti-pooling clause in the Inter-State Commerce law. It is that the law of 1887 is vicious in its operation, un-American in intention, and was begotten of that thoughtless craze to harass large enterprises which came out of the West, and which has since culminated in the Peffer-Georgean-Populist fad of public relief through experimental legislation. It was the work of theorists. As a result American railroads, which are the great national arteries of commerce, have been considerable sufferers, and this condition of affairs has extended also to Eastern cities, to the progress, population, and prosperity of which American railroads have very materially contributed. New York city and its trade especially languishes. It is because of its geographical position and because New York is the natural emporium of the trade of the West that she is able to maintain her supremacy as the commercial metropolis of this continent. But if, as is now the case, the trade which has enriched New York and maintained her in this proud position should be deflected hundreds of miles northward through Canada, such maritime cities as Quebec and Montreal would naturally secure the lion's share of business hitherto ours, and they would eventually supplant New York or at least compete with her in commercial importance.

As a result of the conditions now existing it may be stated that the amount of grain exported from New York during 1893 was 555,788,726 bushels, this quantity being 18,061,780 bushels less than that of 1892, thus showing a decrease of 33 per cent. in this important article of export within the compass of a single year. And notwithstanding the immense development and the extension of the area of cultivation in the West since 1882, the amount represented by these figures for the year 1893 is 24 per cent. less than in the grain exports of that year. Among New York people, therefore, practical unanimity exists on the necessity of Congress taking some action for the protection of American railroads, and also for the protection and maintenance of American cities.

THE SUN is able to present to-day an interesting collection of expert opinions upon this question from a number of gentlemen, who have contributed of their experience for the purpose of forming a correct knowledge upon the conditions that exist and upon the best method of remedying the present law.

Mr. Henry O. Havemeyer, President of the American Sugar Refining Company, represents nearly $100,000,000 of capital invested in industrial establishments, principally in sugar refineries. He is one of the largest shippers of merchandise in the United States. No one appreciates more keenly than he does the great importance of a low rate of freight charges to the producers of this country. He knows from his extensive and long experience that a reduction in the cost of transportation is dependent upon an increase in the tonnage carried. His opinion upon the question of the abrogation of the Bonding regulations was expressed at his office at 117 Wall street:

"Canadian railways outside of the province of Ontario have very little local traffic within the Dominion, and could not be maintained if compelled to subsist upon it alone. They haul the agricultural products of Manitoba eastward, and that unless they can divert American traffic to their lines they must haul their cars westward empty at a serious loss. Under the Bonding regulations they subsist upon traffic which is simply stolen from American railways. Under the Inter-State Commerce law, American railways cannot make discriminating rates between competing points, while Canadian railways are authorized so to do by special act of the Parliament of Canada. To divert American traffic to their lines they often carry it at about the cost of hauling. The result is that our own railways are compelled to haul thousands of empty cars, the losses upon which must be made good by American shippers of merchandise of all kinds. Our railways must earn more money in exercise of their wills not to be operated. The more American traffic we permit to be diverted to Canadian railways the higher will be the freight charges upon American roads. The sooner the Bonding regulations are abolished the better for the shippers of merchandise in this country."

The Hon. Benjamin H. Bristow, late Secretary of the United States Treasury, was seen at his office in Nassau street. He said:

"It seems to me that the Bonding regulations under which American railway traffic is carried from one American station to another through Canada works an injustice to our railway systems. The Hon. W. P. Hepburn, late Solicitor of the United States Treasury and now a Representative in Congress from Iowa, in an interview published in THE SUN last summer estimated that 500,000 loaded cars of American products were hauled through Canada in bond under the Bonding regulations. Many of these cars traverse the continent from ocean to ocean, and are said to earn from $100 to $300 each, but at the low average of $40 per car it shows that Canadian railways are diverting a very large sum in earnings annually which justly belongs to our own lines.

"The rapid and permanent development of our agricultural, mineral, and industrial resources is largely dependent upon the maintenance of our railway systems in a high state of efficiency. The public of the United States must sustain our own railroads or they cannot be profitably operated. Our own roads now haul thousands of empty cars at a loss to the public as well as to the roads which haul them. If every car should be loaded both on its eastward and westward trips, freight charges would be reduced to a very low point. The money we now pay to Canadian railways is lost to the producers and consumers of this country. They use our railways for hauling empty cars across the continent, and they also pay Canadian railways for hauling American traffic between the same markets. This seems a very unwise and a needless loss of capital to this country, for it is expended in building up an alien railway system. England is our great commercial rival. She controls the Suez Canal as a highway to the Pacific. Russia is constructing a great trans-Siberian railway to divert the commerce of the Pacific to Europe through her territory. When completed it will be an active and serious competitor of our own transcontinental lines. England, of course, is pleased to have Russia aid her in maintaining the Canadian Pacific Railway in a high state of efficiency as an alternative route for her to the Pacific in the event of the closing of the Suez Canal. Every dollar of earnings we permit to be diverted from our own transcontinental lines to Canadian roads weakens our own railways and builds up Canadian roads, and thereby enables England to divert the commerce of the Pacific from American markets to her own.

"Why should we legislate to assist England and Russia to divert traffic to and from the Pacific to Europe which would otherwise cross this continent through our own territory? The Bonding regulations seem to me to be in the interests of Great Britain and destructive of American interests. The amount thus lost to us is too large a sum to be practically thrown away in building up railway systems or other means of communication antagonistic to our own. It seems very clear that the Bonding regulations are anti-American in their operation and should be abolished in the best interests of the American public as well as in the interests of our enormous investments in railways, which at the close of the year 1893 exceeded $11,000,000,000.

"It is said that the late Secretary Windom was preparing at the time of his death a message for the protection of American interests, and there is additional reason at the present time why prompt and effective action should be taken. The abolition of the Bonding regulations would be far reaching in its effects, and I believe would greatly aid in promoting the absolute supremacy of the American flag upon this continent."

Mr. Robert P. Porter, lately Commissioner of the United States Census, gave as follows his views upon this very important question of public policy:

"The railway legislation of Canada is specifically directed to aid the two great Canadian railway systems to divert through traffic or traffic to and from the United States over their own lines. Amendments to the general Railway act of Canada give the Canadian railways power to make any discriminating rates they please to divert American traffic from our own lines to Canadian roads. Traffic once diverted to Montreal goes to Europe from that port in British ships, and the return cargo comes back to Montreal in British ships, and is carried by Canadian railways to our Western markets. We are thus, by aiding in maintaining Canadian railways in a high state of efficiency, building up the commerce of Great Britain at the expense of our own. The time has come when this policy should be abolished in every form and manner of expression. Our first duty is to protect American interests, promote American development, remove all obstacles to the absolute supremacy of the American flag upon this hemisphere, and create in North America one vast republic.

"The bonding regulations are not only anti-American, but are pro-British, and should be abolished without delay. Our great transcontinental railway systems should be aided in every legitimate way by national and State legislation to divert as much of the traffic between Europe and the Pacific across this continent as possible. Any other policy is suicidal and should not be entertained for one moment. The ability of the railways of the United States to serve the American public is unquestionable. An increase in tonnage makes possible a decrease in traffic charges. A decrease in tonnage compels an increase in charges. Why then permit and encourage by American legislation Canadian railways to plunder American traffic which they have done nothing whatever to create?"

Ex-Senator William L. Brown of the *Daily News* of this city was seen at his office in Park row. He was reading Senator Hill's speech on the Wilson bill, and gave the reporter his views as to the bonding regulations in a few words as follows: "The commercial supremacy of New York as an exporting and importing centre is antagonized by the bonding regulations. Their tendency is to build up Montreal at the expense of Boston and New York. The question before the people of this country is, Shall the traffic between the Pacific and Europe cross this continent through our own territory and greatly enrich our own people, or shall it pass across this continent via Montreal and Vancouver? Shall we legislate to aid England or our own people? The railways of Canada cannot be maintained in an efficient condition if confined to Canadian traffic, and therefore cannot divert through traffic to their lines. They are now maintained by traffic which originates in this country, which they are permitted under the bonding system to carry from one part of our country to another through Canada. We should protect our own railways and let England protect hers. In the name of common sense and justice to those who have built our great trans-continental lines, why should we legislate to transfer the burden of maintaining the Canadian railways to our own people, when our own railways are hauling tens of thousands of empty cars. The wonder is that the bonding regulations were not abolished long ago. If they had been the Canadian Pacific would not have been built, and we should have diverted the entire traffic to and from Europe to the Pacific across this continent. Every loaded car which crosses the continent from ocean to ocean earns at least $200, not less than $140 of which is expended as operating expenses in this country. It is already a source of immense income to this country, and is rapidly increasing.

"Why should we legislate to transfer it to Canadians while they persist in flying the British flag? American interests every time, and American interests only, should be turned to resume the reading of Senator Hill's tariff speech "as against the world."

Mr. Joseph J. O'Donohue, Chamberlain of the city of New York, in his private capacity, is perhaps the largest importer of coffee in this country, and is therefore deeply interested in the cost of transportation. In reply to the reporter's request for his views upon the bonding regulations, Mr. O'Donohue said:

"In regard to the bonding regulations, under which American railway traffic is carried from one part of the United States through Canada to another in bond without the payment of customs duties, there cannot be two opinions among intelligent shippers of merchandise. Canadian railways are subsidized by the Imperial and Canadian Governments because they are politically and commercially an absolute necessity to Great Britain in her great struggle for commercial supremacy. Any traffic they may divert under the bonding regulations are a contribution from the American people to aid Great Britain in maintaining Canadian railways. We are paying very large sums annually to Canadian railways for the transportation of American products in bond, and our own railways that we must support or force into bankruptcy are abundantly able to carry with very little increase in cost. Why should we pay Canadian railways for carrying our products to and from market and thereby force our own railways to haul empty cars?

"Those of us who have been engaged in the wholesale trade in New York for the past forty years know from experience that railway charges have decreased as the tonnage of our railways increased.

"The cost of hauling a loaded car is very little more than that of an empty car. The general expenses of a railway corporation is the same in both cases. Why should we maintain a foreign railway system to do the work for which we have at our cost built a railway system of own? After we have induced capitalists to invest their private means in constructing railways from the Atlantic to the Pacific, to aid in developing our vast natural resources, should we permit a railway built under a foreign flag, by Government subsidies, as an antagonistic route to our own across this continent, to prey upon our domestic commerce? Most assuredly no!

"Our domestic commerce has grown with the extension of our railway mileage, and its future growth is very largely dependent upon its further extension. Our true policy is to encourage by legislation railway construction, and to protect investments in railways as securely as we do investments in farm property or other species of property. The bonding regulations are clearly antagonistic to our railway development and should be abolished."

Gen. James H. Wilson says:

"I believe that I was almost the first person that pointed out to the Senate through its Committee on Inter-State Commerce the fallacy of trying to regulate commerce between the States in the manner proposed by the present law. So long as the Canadian railroads were permitted to engage in our carrying trade, those roads lying in foreign dominion couldn't be controlled by any act of Congress. It is manifestly unfair to American roads to bind them with restrictions so long as their competitors are left free. The injustice of this is apparent from the fact that the American roads are heavily taxed to support municipal and State Governments. They pay taxes at the rate of from $300 to $1,500 per mile per annum; the Canadian roads are of course paying no taxes to the American Government or contributing one cent to our material prosperity. The injury inflicted by them on American lines is almost incalculable; their participation in business is a violation of the principle of our coasting laws, and would not be permitted by any other Government in the world. It is believed that if their participation in the Inter-State carrying trade were withdrawn, their bankruptcy would speedily ensue and thus cause the collapse of the entire railway system of the Dominion.

"I pointed out seven or eight years ago that the withdrawal of the bonding privilege would be a very severe blow against the Dominion Government. It would be one of the most potential arguments in favor of continental union, and taken in connection with the effect of the agricultural schedules of the McKinley bill, provided the same are not repealed, but kept in full force, it would give a severe wrench to, if not entirely sever, the connection between the Dominion of Canada and the United Kingdom.

"It is difficult for any patriotic American to understand why the present Administration in Washington should not perceive and improve the opportunity offered to them now to extend protection to American interests of the first magnitude, and at the same time to bring about the union of the Dominion with the United States.

"There are many other minor considerations to be viewed in connection with the subject that have been pointed out by myself and others, and a full discussion of which would take up too much space for an interview. I think it may be safely said, however, that the Republican party understands the question, and has been prepared by the Hawaiian discussion to take a very advanced position on this question also. It is thought by many leading men that the new Liberal Cabinet in England will have very distinct views in favor of the federating of the empire, and especially in binding the Dominion of Canada more closely to the United Kingdom.

"The Earl of Rosebery is known to be very much in favor of this policy, and he is likely to have an opportunity within the next five years, should his Ministry last so long, to try the strength of his Government with that of the American people, whose traditional policy under the name of the Monroe doctrine and manifest destiny is distinctly in favor of extending the dominion of the United States flag over the entire North American continent."

Mr. Frederick Taylor, the banker, wrote out his views as follows:

"The railways contribute more than any other factors to the development, growth, and prosperity of the country. Naturally, therefore, we should as far as possible promote, protect, and encourage them. But instead of doing so we treat them as if they were enemies of the public welfare, and nearly all of our railway legislation, both State and national, is assinine, in that it is antagonistic to and oppressive of our vast railroad interests. One of the most assinine features of such legislation is that it permits the bonding of freight for transmission over the Canadian railroads.

"Of course I am in favor of abolishing the bonding system, as I would be in favor of also sweeping off the statute books all the laws which have for their purpose in any way to hamper, impede, or cripple railway development.

"I am free to confess, however, I have but little hope of change for the better while a 'free and enlightened press' manifests its devotion to the people by continually encouraging among them a principle of socialistic hostility to all corporate enterprises, and while ignorant and blatant demagogues seek to curry favor with their constituents by legislation against the business of corporations generally. While such is the case the railways will continue to be crowded till all of them have come to the receivers' hands. Then, I dare say, the press will be jubilant, the law makers will be satisfied, and the people will be happy."

Chester S. Griswold said:

"The discrimination in favor of Canadian railroads as against those of our own country is very unjust. It affects directly the entire business interests of New York, and, indeed, of all our Eastern cities, with all their collateral influences, of course, indirectly. The Inter-State law is transparently wrong, and I am decidedly in favor of such action as would repeal the present bonding system. This would give partial, if not immediate relief; but by far the simplest way out of the difficulty, and also the surest and most permanent way, is to annex Canada itself, and, therefore, to own its roads and adjust its transportation rates to the necessities of American commerce. Pending such an event, which, in the nature of things, cannot be far distant, the United States Government should enact a law which would not militate against the railroad business of this country. I leave to others the outline of such a law, but I am following the facets presented the subject, and I think some relief will come out of the present effort to rivet public attention on this all-pervading and important question."

NEWTOWN'S HEALTH BOARDS.

Each Instructs the Clerk to Obey No Orders but Its Own.

There was a clash between the rival Boards of Health of the town of Newtown in the Town Hall in Newtown village yesterday morning, but after a brief encounter both sides drew off with honors about equally divided. One Board is composed of the Democratic officials of the town and the other of the Republican. Each Board has a citizen member, who claims to be the only one legally entitled to that distinction, and that is where the fight hinges.

The Democrats had first inning. They opened their meeting early in the morning with Justice of the Peace Thomas J. Conroy as Chairman. There were also present Justices Frederick De Bevoise and George T. Bowman and Citizen Joseph Meyerose. Charles Schneller, Chief Clerk to the Health Board, was Secretary. This meeting had the same effect on the Republican Board that a chip on the shoulder of a belligerent schoolboy would have on his companions. Immediately there were signs of activity in the Republican camp. While the Democratic Board were seemingly deeply absorbed in the business of the Health Department, in walked the Republican Board, led by Town Clerk Robinson. He was accompanied by Supervisor Joseph Seib, Justice Frederick A. Schmitt, and Citizen Henry A. Skelton, who was recently appointed to that place by County Judge Garretson.

Without ado Supervisor Seib, who had been chosen Chairman of this rival body, formally opened his meeting and requested Clerk Robinson to read the minutes of the last meeting. The Democrats protested in vain against this interruption. Clerk Robinson coolly did as ordered. The responses from the Republican side were loud and prolonged, but the Democrats maintained an air of indifference. Finding that the Republicans had come to stay, the Democrats passed a motion to adjourn and left the room. In the mean time the business of the Republican Board went on uninterrupted. Aside from the usual routine work they passed a resolution instructing Clerk Schneller to turn over to their Board all the books in his department. Health Officer Dr. Frank Wickham was also notified by resolution that hereafter he was to obey orders emanating from this Board only. Then the Republicans adjourned, and the Democrats filed into the room and continued their interrupted session.

They passed a resolution directing Clerk Robinson to turn over to their Board all papers belonging to the Health Department in his possession. Dr. Wickham was also instructed to obey only instructions emanating from that Board. Then the Board took a recess to find out what their opponents were about.

The Health Board forms an important part of the government of the town of Newtown. Because of the power vested in it by the issue of every interment in the town, more than $35,000 annually passes through their hands. The Board is composed of the officials of the town and a citizen member chosen by the Board within twenty days of the spring election. At the election in this town enough Republicans were chosen to cause a tie in the Board aside from the citizen member.

The Republican officials refused to attend a meeting to elect the citizen member until after thirty days had elapsed. Then they went before Judge Garretson and pleaded to have a citizen member appointed. The Judge named Mr. Skelton, which gave the Republicans a majority of one in the Board. Now the Democrats allege that Judge Garretson's action will not hold good, for the Judge is empowered to fill vacancies only under certain conditions. Meyerose was a member of the old Board, and they assert that he holds over. They intend asking the courts to pass upon Judge Garretson's appointment, and in the meantime will keep their Board intact.

CHICAGO'S ILLEGAL VOTERS.

Testimony that Tramps Voted in Gangs at Several Polling Places.

CHICAGO, May 12.—Important evidence showing the wholesale purchase of voters in the First ward was presented to the Grand Jury to-day. Deputy Sheriff D. W. Nickerson testified that he saw John Kenna and one Sturcher, the Democratic Captain at the Ninth precinct, buy scores of votes, paying from 25 cents to $2 each. E. H. Wright swore that he saw John Manion and James Carney march companies of men from poll to poll to vote, and that Manion and Carney paid these wretches 50 cents each. The men were marched into Manion's saloon and thence taken to the polls. Wright and Nickerson swore that hundreds of votes were purchased in this way. T. S. Grimes and C. T. Davis testified that Alderman John J. Coughlin was in several polling places, interfered with the judges of election, and prevented them from attending to their duties.

On Monday the great legal battle between the Grand Jury and the Election Board over the possession of the ballots cast in the Twenty-third ward and the Fifth ward will begin in earnest. The preliminary skirmishing ended to-day, when Judge Chetlain extended to Monday the time of the rule on the Election Commissioners to show cause why they should not be committed for contempt.

ST. LOUIS'S WOMAN PILOT.

She Knows the Ohio and Mississippi Thoroughly from Cincinnati to New Orleans.

ST. LOUIS, May 12.—A novel proceeding at a special meeting of Harbor 28, United States Association of Pilots, was the formal initiation of Miss Gallie French, said to be the only woman pilot in the country. The headquarters were crowded with pilots from all parts of the St. Louis district. It was the first time in the history of the organization that a woman was admitted.

Miss French, who is 22 years old, knows the Ohio and Mississippi rivers thoroughly from Cincinnati to New Orleans. She has spent fifteen years on the river with her father, Capt. C. C. French, who runs a boat between Cincinnati and New Orleans.

A Bridge Said to Have Killed 22 Men.

George Garrison, a brakeman on the Morris and Essex Railroad, was killed by a bridge across the track on Friday night, and his body was discovered upon the roof of a car when the train ran into the Broad street station, Newark. It is supposed that he was struck by the private bridge belonging to a man named Boylan in Roseville. This bridge is said to have killed twenty-two men since it was erected, and the railroad company has tried in vain to compel the owner to raise or remove it. It is a footbridge upon his property and crosses a shallow cutting.

Robbed on an Elevated Railroad Train.

Stephen W. Roach of 36 East Sixty-eighth street, a son of the late John Roach, the shipbuilder, caused the arrest of a fellow passenger on the Ninth avenue elevated railroad on Friday night. Mr. Roach stepped off an uptown train at Fifty-ninth street and asked a policeman to arrest the man, who, Mr. Roach said, had stolen his $150 diamond scarf pin. The prisoner said he was Charles Edwards, 24 years old, of 416 East Ninety-seventh street. He denied his guilt, but Justice Voorhis remanded him yesterday in the Yorkville Police Court.

Steamship G. H. Booth Disabled at Sea.

The steamship Campania, which arrived yesterday, passed on Thursday afternoon, 800 miles east of New York, the British steamship G. H. Booth, which displayed signals showing that she was disabled. The Campania signalled, "Do you want assistance?" and, receiving no answer, proceeded. The Booth sailed from Brunswick, Ga., for Bremen on May 2.

Aid for the Earthquake Sufferers.

The Consul-General of Greece acknowledges the receipt of the following contributions for the earthquake sufferers in Greece:

Anonymous a plain gold scarf pin; Thomas B. Price, $5; Philo Beldec, $10; J. M. N. Forster, $5; J. W. Parker, $5; John Kraemer, $10; Mary Lee Shipe Parsons, $10. Total, $60.

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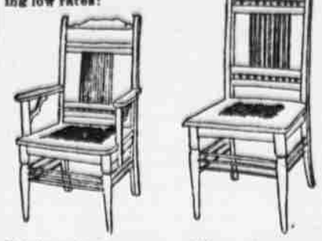

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SUING THE MANHATTAN TRUST CO.

Subscribers to an Improvement Company Trying to Recover Losses.

The failure of the Wyoming Improvement Company in 1890 was recalled yesterday by another attempt on the part of some of the subscribers to its stock to recover their losses by a suit against the Manhattan Trust Company and some of the men who are alleged to have managed the affairs of the Improvement Company. The plaintiffs, G. R. Badgerow and and Charles Bruen, who sue for themselves and other subscribers, allege that the Wyoming Improvement Company was organized by the late Francis O. French, Amos T. French, Donald McLean, E. R. Gedney, George R. Blanchard, and others to build a railroad from Covington Neb., to Sioux City and Salt Lake City, to be called the Pacific Short Line.

The Improvement Company borrowed of the Manhattan Trust Company the sum of $500,000 in order to conduct its operations, and built the first section of 120 miles of road from Covington to O'Neil's, forming part of the proposed system and called the Nebraska and Western Railroad. To secure this amount the Improvement Company deposited with the Trust Company the stock and bonds of the Nebraska and Western Railroad issued to it for construction. These securities were subsequently sold by the Trust Company to close out the loan, and the plaintiffs allege fraud in the transaction. The section of road which was built was sold under foreclosure and has never been operated, so that the plaintiffs, who are alleged to have subscribed over $500,000 for its construction, have lost the whole amount.

Mr. John I. Waterbury, President of the Manhattan Trust Company, said yesterday in regard to the present suit:

"This suit is merely a repetition of a suit which was brought by the Fidelity Loan and Trust Company of Sioux City, another of the subscribers of the Wyoming Pacific Improvement Company, against us. The judge in that suit, which was tried in the United States Circuit Court, before Judge Wallace and a jury, in October last, resulting in a dismissal of the complaint for failure to make out a case of action against the Manhattan Trust Company, and in a verdict for the defendant, Amos T. French, individually and as executor of his father's will.

"Immediately after the rendition of that verdict the suits which had been brought by Mr. Badgerow and Mr. Bruen were discontinued, and the new suit referred to in the article mentioned has been brought in equity, containing a restatement of the old charges which the jury found untrue in the action referred to.

"The Manhattan Trust Company was merely trustee under the mortgage of the Nebraska and Western Railway, and only acted in a fiduciary capacity in connection with the matter. All of the allegations in the bill just filed concerning fraudulent action and control by F. O. French and others were made in the former suits, and were denied and were disproved to the satisfaction of the jury in the suit before Judge Wallace."

FOR HEMINGWAY'S PARDON.

Petitions Signed by Mississippi's Congressmen and State Officers.

JACKSON, Miss., May 12.—Petitions bearing over eleven thousand names were delivered to-day to Gov. Stone by Judge S. S. Calhoon asking for the pardon of W. L. Hemingway, ex-Treasurer of Mississippi, who has served half of his five years' sentence on conviction of the charge of embezzlement. Other lists are expecting to swell the signatures to 15,000 by May 17, the date of expiration of publication of legal petition for pardon. These lists include the names of the entire Mississippi delegation at Washington of the State and county officials of the Judge and jury that tried the case and, in fact, of nearly every prominent man in the State.

Col. Hemingway was convicted of "not accounting" for $315,000 of state funds. He maintained that he never took a cent and a large majority of the people do not believe him guilty of embezzlement. Gov. Stone is reticent, but the impression is general that he will pardon.

Free Exhibition of the Mountain Photographs.

During the two weeks beginning Monday, May 14, the American Geographical Society will exhibit, with the co-operation of the American Museum of Natural History, the splendid collection of photographs of snow-mountain scenery made by Vittorio Sella. These 500 views of the Alps and Caucasus, most of them taken at elevations of 10,000 to 18,000 feet above the sea, are the finest photographs of high-mountain scenery ever made. Recently imported and owned by the Appalachian Mountain Club of Boston, they have been loaned for this exhibition, and may be seen at the American Museum of Natural History, Seventy-seventh street and Eighth avenue. Admission is free, except that on Mondays and Tuesdays the usual small admission fee required by the rules of the museum will be charged.

Things They Want to Bury Him Alive.

Edward Wanters, a young man who has been very popular in the Greenville section of Jersey City, became deranged a few days ago. He conceived the notion that his relatives wanted to bury him alive. A night or two ago he became very violent and his father was obliged to call a policeman into the house to help restrain him. "There's an undertaker's wagon in front of the door now!" the young man shouted, and he made frantic efforts to jump out of the window. The family physician ordered that he be removed to the asylum, but his father decided to keep him at home for a time and keep a close watch on him.

Power to Join the Clearing House Builders.

John Power, who keeps a restaurant in the building 83 Cedar street, which is to be removed to make way for the Clearing House's new building, doesn't want to move. He has obtained from Justice Barrett of the Supreme Court a temporary injunction restraining the Clearing House Building Company from doing further work in tearing down the building or from placing debris or building material on the street. A court officer was in charge last night.

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POLITICAL QUESTIONS THAT ARE NOW BEFORE THE PUBLIC.

A Judge Bullies and Browbeats Witnesses in the Trial of Editors—Public Indignation Aroused by His High-handed Conduct—Bismarck and the Professionals.

BERLIN, May 12.—The Prussian Landtag will reassemble on Thursday, and probably will sit a month before the close of the session. The Conservatives, meantime, are likely to negotiate an *entente* with the National Liberals concerning the constitution of the Chambers of Agriculture, the subject of the most important measure of the session. If the projected coalition be effected the bill will be passed; if it fail, not only will the bill be lost, but the tension between the two parties will be still further strained. This strain would be felt in the Reichstag not less uncomfortably than in the Landtag.

The Landtag has still to pass on the Emperor's scheme for the Dortmund-Rhine canal, which the Conservatives, out of sheer spite against the Government, and in defiance of the highest party interests and traditions, continue to oppose. The fate of the Canal bill is doubtful, although it would prove a national benefit, not only as part of a plan to develop the resources of the country, but also as an important medium of military communication.

The official returns from the bye election in Schlochau show that a rebaliot will be necessary between Hilgendorf, Conservative, and Prendzinski, Pole. Special interest has been felt in the contest owing to the appearance of an anti-Semitic candidate who was expected to make deep inroads upon the traditional Conservative majority. At the last general election Count Kanitz, who recently resigned his seat, led the poll with a Conservative vote of 10,710. The Clerical and Polish candidates were too far behind to make even an interesting contest. Now, however, the Conservative vote has dwindled to 6,410, the rest of the 10,000 having gone to a blatant Jew baiter. The Polish vote remained almost intact. In the rebaliot doubtless the anti-Semitic voters will return to their old party and elect Hilgendorf. The significance of the election is that anti-Semitism has grown so strong that it begins to endanger the return of Conservative Deputies, especially in mixed constituencies of the Schlochau type. The Conservative editors do not lie gracefully on the bed which they have made for themselves, but speak irately of the possibility that their opponents will win seats through the independent candidacy of antisemites.

The trial of the editors who criticised the police for their unprovoked attack on the unemployed near the Friedrichshain in January last has excited much blood. No unprejudiced person here doubts that the police went with an excess of zeal, even if they did not really cause all the disturbance which they affected to quell. Nevertheless, the editors on trial were sentenced to five weeks' imprisonment for lèse majesté, a reason or precedent. Judge Brausewetter's conduct during the trial has been denounced unanimously by the newspapers. Besides examining the witnesses in the manner of a zealous attorney, and trying all devices to entrap them into dangerous admissions, he browbeat the prisoners' lawyers and treated the prisoners' statements with contempt.

"You don't believe what you are saying," and "You know nothing of the sort," were his repeated interpolations in the testimony for the defence. "What has public opinion got to do with these charges anyhow?" he exclaimed angrily in response to one witness's statement. "There's no such thing as public opinion. You say that the police provoked the people. That is a groundless charge against police. I was not there, but I can tell you just what happened. The crowd would not disperse and the police were obliged to interfere."

"These meetings of the unemployed mean simply agitation against the properties of the rich," he exclaimed to the editor of the journals, who was testifying in his own defence. "You agitators sit easy and comfortable, at home, leaving those whom you have led astray to get into jail."

Sluggish as public opinion is in Germany, it has been aroused by these extraordinary judicial utterances. The *Koelnische*, the *Vossische*, and the *National Zeitung*, and even the semi-official *Hamburgische Correspondenz* and *Dresdener Nachrichten*, have published scathing comments on the trial. They do not content themselves with demanding reversion of the sentences, but call for a new trial and a formal reprimand for Brausewetter. The *National Zeitung*, which, besides being a temperate journal, is closely connected with high Cabinet circles, has exhausted the entire vocabulary in its effort to express adequately its opinion of Brausewetter. It even denounces him as an agent provocateur who laid a trap for one witness for the defence and then sent him to prison for perjury. Public indignation will be aroused if it shall appear that the Government take steps to discipline him.

The misconduct of the same Judge two years ago caused the Ministry of Justice to issue a special order advising Judges not to refer from the bench to politics or current social problems, and to avoid expressions indicating a prejudice in cases under trial. If the Government should fail to act now, the affair will be made the subject of an interpellation in the Landtag immediately after the reassembling of the Deputies.

Twelve hours after start from the Brandenburger Thor to-day in the long-distance walking match from Berlin to Friedrichsruh, among them was Otto Feltz, the winner of last year's walking match between Berlin and Vienna. The walkers had hopes when they arranged the match that Prince Bismarck would receive them, but he declined the honor.

Emperor William will start on Tuesday for Proseckelwitz, East Prussia, to shoot on the estates of Count Dohna. Upon visiting Spandau on Monday he was much pleased to see a surprise that he did not find the working people out to welcome him. On Wednesday, when he again visited the town on his way home from reviewing the Empress Augusta Regiment, the streets were lined with men and women, who had come in their working dresses from the rural shops. In talking with the manager of the shops the Emperor asked him to thank the working people for their demonstration of loyalty.

Dr. Erwin of the United States Marine Hospital arrived here from Budapest on Wednesday. He has been studying cholera on the Polish frontiers. The progress of cholera in Poland has caused a renewal of all former measures against the epidemic. Prussia has reopened her quarantine stations, manned by army surgeons, at Thorn, Lyck, and other important points on the Russian frontier.

FORGED MONEY ORDERS.

The Wells Fargo Express Company the Victim of a Swindling Scheme.

BOSTON, May 12.—The Wells Fargo Express Company yesterday received forty money orders of $50 each, which were immediately recognized as forgeries. These were sent in from country banks for collection, and several were presented by lawyers and bank officers of Boston and suburban towns. These orders were printed on blanks like the company's regular forms, but a close inspection showed them to be only a fair imitation. In each case the order purported to be signed by Anson Gorton, an official of the company in Chicago.

A firm representing themselves as Trand, Smith & Foster of St. Louis have sent out a letter with enclosures consisting of a self-addressed envelope and a draft on the Wells Fargo Express Company, in which the usual request for collection and remittance is made, 10 per cent. being offered for collection. These letters have been sent to country savings banks, lawyers, and banks outside of the large cities. The envelope enclosed bears the printed address, "Bertrand N. Trand, Attorney at Law, St. Louis, Mo."

The letters were all sent from St. Louis under date of May 8 or thereabouts. The money orders are dated April 10, and have the appearance of having been issued in Chicago.

LYNN, Mass., May 12.—One of the forged Wells Fargo Express Company money orders for $50 has appeared in Lynn at the office of the American Express Company. It was presented by ex-District Attorney H. F. Hurlbut, who received it from a client.

Pickpockets Caught at a Funeral.

Dr. Alfred A. Lutkins, a prominent Jersey City physician, who died Wednesday night, was buried yesterday afternoon in Greenwood Cemetery. Funeral services were held in the Warne Street Reformed Church, and were conducted by Dr. Van Cleef. There was a very large attendance. The pall bearers were ex-Gov. Bedle, Supreme Court Justice Dixon, Edward F. C. Young, William Hogencamp, and Drs. Vondy, Morris, Wilkinson, and Forman. Detectives Searson and Douglas, who were on the lookout for pickpockets in the large throng, discovered two men in the act of picking a woman's pocket and arrested them. The prisoners are Wooley Hines and George H. Dennett, professional pickpockets from this city. Their pictures are in the Rogues' Gallery. They were committed for examination.

ROAD MAPS

of the country around New York for driving, wheeling, or walking, guides to Hudson River, Catskill and Adirondack Mountains, Seaside resorts. New York city, &c.
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THE POWER OF OUR PRICES THIS MONTH HAS ALREADY SOLD OVER HALF THE ENORMOUS STOCK OF

FURNITURE, CARPETS AND BEDDING.

WE WILL FURNISH YOUR HOME FOR YOU ON EASY WEEKLY OR MONTHLY PAYMENTS TO SUIT YOUR CONVENIENCE, AND IT WILL PAY YOU TO CALL ON US AND CONVINCE YOURSELF THAT OUR CLAIM TO BE

AMERICA'S GREATEST INSTALLMENT HOUSE

IS AN ESTABLISHED FACT.

IN NO OTHER HOUSE IN THE TRADE SELLING GOODS ON CREDIT CAN YOU SEE SUCH A MAGNIFICENT LINE OF GOODS, AND THESE ARE ALL AT YOUR DISPOSAL ON YOUR OWN TERMS.

No Money Down

IF YOU SATISFY US YOU ARE THE RIGHT PARTY.

J. & S. BAUMANN.

EVERYTHING FOR HOUSEKEEPING.

Furniture, Carpets, Bedding, Lamps, Baby Carriages, Oilcloths, Stoves, Pictures, Clocks, Portieres, Crockery, Refrigerators, and Tin Ware.

THOSE WHO CANNOT FAVOR US WITH A CALL CAN WRITE US OF ANY PROPOSITION OF TERMS THEY WISH TO SUBMIT, AND WE WILL GIVE THE SAME OUR PROMPT ATTENTION.

We allow the Railroad Fare both ways to out-of-town buyers.

8th Ave., Cor. 19th St.

Notice to Our Patrons: We Are Open Saturday Nights Till 10 O'Clock.

TWENTY BILLS VETOED.

One Was to Build a Pier that Would Obstruct Access to the Wallabout Channel.

ALBANY, May 12.—Gov. Flower to-day vetoed twenty bills. Among them were the following:

Senator Owen's bill providing that Brooklyn city labor